

Appendix 2-A

Road Crossings

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------------|----------------|---|--|
| 1 | Stanislaus Street | Fresno | Stanislaus St passes over the UPRR tracks on an elevated structure. | HST would be at-grade and pass under the Stanislaus St structure. The bridge pier and structure would be reconstructed. |
| 2 | Tuolumne Street | Fresno | Tuolumne St passes over the UPRR tracks on an elevated structure. | HST would be at-grade. Tuolumne St would be reconstructed from F St to G St and from H St to Broadway. The existing elevated structure would be removed, and Tuolumne proposed to be closed between G St and H St. |
| 3 | Fresno Street | Fresno | Fresno St passes under the UPRR tracks. | The Fresno St underpass would be extended under the HST structure. G St would pass over Fresno St, and H St would be re-profiled to provide an at-grade connection with Fresno St. |
| 4 | Tulare Street | Fresno | Existing at-grade crossing. | HST would be at-grade. The Tulare St undercrossing would pass under G St, HST, and UPRR. The roadway would be one lane in each direction with a sidewalk on the eastbound direction. |
| 5 | Kern Street | Fresno | Existing at-grade crossing. | HST would be at-grade. Kern St proposed to be closed. |
| 6 | Mono Street | Fresno | Existing at-grade crossing. | HST would be at-grade. Mono St proposed to be closed. |
| 7 | Ventura Street | Fresno | Existing at-grade crossing. | HST would be at-grade. The Ventura St undercrossing would pass under G St, HST, and UPRR. The roadway would be two lanes in each direction with sidewalks on both sides. |
| 8 | Golden State Boulevard ramps | Fresno | Golden State Blvd off-ramps are closed. | HST would be at-grade. The Golden State Blvd structures would be demolished. |

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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
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| 9 | State Route 41 | Fresno | SR 41 passes over the UPRR tracks on two separate elevated structures. | HST would travel under the SR 41 structures. |
| 10 | East California Street | Fresno | E California is an east-west street. E California Ave turns into S Railroad Ave at the intersection with S Cherry Ave. E California Ave does not cross the UPRR tracks. | HST would be at-grade. E California proposed to be closed at HST right-of-way. |
| 11 | South Cherry Avenue | Fresno | North-south S Cherry Ave terminates at intersection with Railroad Ave and California Ave. S Cherry Ave does not cross UPRR tracks. | HST would be at-grade. S Cherry Ave proposed to be closed at HST right-of-way. |
| 12 | South Railroad Avenue | Fresno | North-south S Railroad Ave is a frontage road along the UPRR track between E California Ave and S Golden State Blvd. | Proposed to be closed between E California Ave and S Orange Ave. |
| 13 | East Lorena Avenue | Fresno | E Lorena Ave is a minor street terminated at S Railroad Ave west of the UPRR tracks. | Proposed to be closed at HST right-of-way. |
| 14 | South Van Ness Avenue | Fresno | Existing at-grade crossing. S Van Ness Ave terminated at S Railroad Ave west of UPRR tracks. | At-grade crossing over UPRR would be closed due to the closure of S Railroad Ave. |
| 15 | East Florence Avenue | Fresno | Both E Florence Ave (segment west of UPRR) and S Sarah Ave meet and terminate at a common intersection with S Railroad Ave. | E Florence Ave proposed to be closed at HST right-of-way. At-grade crossing over UPRR would be closed due to the closure of S Railroad Ave. |
| 16 | South Sarah Avenue | Fresno | Both E Florence Ave (segment west of UPRR) and S Sarah Ave meet and terminate at a common intersection with S Railroad Ave. | S Sarah Ave proposed to be closed at HST right-of-way. |
| 17 | East Belgravia Avenue | Fresno | This portion of E Belgravia Ave is west of UPRR and terminated at S Railroad Ave. | Proposed to be closed at HST right-of-way. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------------|----------------|---|--|
| 18 | East Church Avenue | Fresno | E Church Ave is an existing 4-lane arterial with single left turn pocket at the intersection with S Railroad Ave with existing at-grade crossings with UPRR and BNSF. | HST would be at-grade. E Church Ave would pass over HST, UPRR, and BNSF. South Sunland Ave would be realigned and re-connected to E Church Ave farther to the east. Existing at-grade crossing over BNSF would be closed. South East would be raised to tie into the East Church Ave bridge. A separate pedestrian bridge would be required. |
| 19 | South East Avenue | Fresno | This portion of South East Ave terminates at S Railroad Ave. | Proposed to be closed at HST right-of-way. |
| 20 | East Jenson Bypass | Fresno | E Jensen Bypass passes over the BNSF and UPRR tracks. | HST would pass under existing Jensen Ave bridge structure in a shallow trench to meet vertical clearance requirements. |
| 21 | South Orange Avenue | Fresno | S Orange Ave is a 2-lane street that runs in a north-south direction but does not cross railroad tracks (both UPRR & BNSF). | S Orange Ave proposed to be closed at HST right-of-way. |
| 22 | South Golden State Boulevard | Fresno | S Golden State Blvd is a 4-lane expressway that runs parallel to UPRR and SR 99. | HST would pass over South Golden State Blvd. |
| 23 | East Hardy Avenue | Fresno | E Hardy Ave is a short street providing access from S Cedar Ave. | HST would pass over E Hardy Ave on an aerial structure. |
| 24 | East North Avenue | Fresno | E North Ave is a 2-lane street. There is an existing at-grade crossing 2000 ft east of HST alignments. | HST would pass over on an aerial structure. |
| 25 | South Cedar Avenue | Fresno | S Cedar Ave is a north-south 2-lane street that passes over SR 99 just north of HST alignments. | HST would pass over on an aerial structure. |

Table 2-A-1
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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
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| 26 | State Route 99 | Fresno | SR 99 is a state-owned major north-south 6-lane freeway. | HST would pass over on an aerial structure. |
| 27 | State Route 99/South Cedar Avenue onramp | Fresno | S Cedar Ave on-ramp to Southbound SR 99. | HST would pass over on an aerial structure. |
| 28 | East Muscat Avenue | Fresno | E Muscat Ave is a small local street that provides access to several commercial buildings between the proposed HST alignments and existing BNSF RR tracks south of SR 99. | HST would pass over on an aerial structure. |
| 29 | East Central Avenue | Fresno | E Central Ave is a two-lane street; the existing at-grade crossing is 550 ft east of HST alignments. Central Canal is located at the south side of the street. A wastewater treatment facility is located at the north side of the street, east of BNSF RR tracks. | E Central would be raised over the HST. A retaining wall would be needed for the industrial facility to the north and south of the road. S Cedar Ave would need to be raised to meet at E Central Ave. |
| 30 | East Malaga Avenue | Fresno | Existing at-grade crossing with BNSF RR is 50 ft east of HST alignment. A Kinder Morgan facility is located on the north side of E Malaga Ave and west of BNSF RR tracks. Multiple residential buildings are located on the south side of the current E Malaga Ave. E Malaga Ave is not connected to SR 41 or SR 99. | E Malaga Ave proposed to be closed at HST right-of-way with alternative crossings at E Central Ave and E American Ave. Both are about 0.5 mile away from this location. |
| 31 | East American Avenue | Fresno | E American Ave is an east-west street. Residential houses are mainly located on the north side of the existing street between S Cedar Ave and S Maple Ave. The existing at-grade crossing with BNSF RR is 50 ft east of HST alignment. | E American Ave would pass over the proposed HSTs and existing BNSF tracks along current street alignment and connections to S Cedar Ave and S Maple Ave would be maintained. |

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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-----------------------|---------------------|---|---|
| 32 | East Jefferson Avenue | Fresno | E Jefferson Ave is a 2-lane local street and terminates at BNSF right-of-way and does not cross BNSF tracks. Vehicle barriers were installed near BNSF tracks on both sides. | Proposed to be closed at HST right-of-way. |
| 33 | East Lincoln Avenue | Fresno | E Lincoln Ave is a 2-lane street. Existing at-grade crossing with BNSF RR is 50 ft east of HST alignment. | E Lincoln Ave would pass over the proposed HSTs and existing BNSF tracks along current street alignment. |
| 34 | East Morton Avenue | Rural Fresno County | E Morton Ave is a 2-lane local street and terminates at BNSF right-of-way and does not cross BNSF tracks. Vehicle barriers are installed near BNSF tracks on both sides. | Proposed to be closed at HST right-of-way. |
| 35 | East Clayton Avenue | Rural Fresno County | E Clayton Ave is a 2-lane street that connects to SR 99 in the east. The existing at-grade crossing with BNSF RR is 50 ft east of HST alignment. | E Clayton Ave proposed to be closed at HST right-of-way with alternative crossings at E Lincoln Ave and E Adams Ave. Both are about 0.5 mile away from this location. |
| 36 | East Adams Avenue | Rural Fresno County | E Adams Ave is a 2-lane street that connects to SR 41 in the west. The existing at-grade crossing with BNSF RR is 50 ft east of HST alignment. | E Adams Ave would pass over the proposed HST and the existing BNSF tracks along the current street alignment. |
| 37 | East Sumner Avenue | Rural Fresno County | E Sumner Ave is a 2-lane local street that terminates at BNSF right-of-way and does not cross BNSF tracks. Vehicle barriers are installed near BNSF tracks on both sides. | Proposed to be closed at HST right-of-way. |
| 38 | East South Avenue | Rural Fresno County | E South Ave is a 2-lane street that connects to SR 41 in the west. The existing at-grade crossing with BNSF RR is 50 ft east of HST alignment. There is an existing canal to north of the road. | E South Ave would pass over the proposed HST and existing BNSF tracks along the current street alignment. An existing canal would be relocated. |

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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
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| 39 | East Manning Avenue | Bowles, Fresno County | Existing at-grade RR crossing with BNSF west of proposed HST alignment. E Manning Ave connects to SR 41 (2 miles) to the west. To the east it joins SR 99 (6 miles). A small residential development (Bowles) is located to the west of the rail track. | E Manning Ave would pass over the proposed HST and existing BNSF along the existing road alignment. Alterations to local access roads would be required to maintain existing level of access west of HST. S Chance Ave would pass under E Manning Ave to provide access to the houses to the north. The development to the south would use S Boyd Ave as access point to E Manning Ave. The BNSF RR crosses HST along this small section. It is proposed to be shifted in-parallel to the west of the HST. |
| 40 | East Springfield Avenue | Bowles, Fresno County | Minor local road, existing at-grade RR crossing with BNSF west of proposed HST alignment. E Springfield Ave connects to S Cedar Ave to the west and S Chestnut Ave to the east, both are local roads. | E Springfield Ave proposed to be closed at HST right-of-way with alternative crossing at E Manning Ave, which is about 0.5 mile away from this location. |
| 41 | East Dinuba Avenue | Rural Fresno County | Runs on both sides of the tracks but not crossing. | Proposed to be closed at HST right-of-way. |
| 42 | East Huntsman Avenue | Rural Fresno County | E Huntsman does not cross, ends before meeting BNSF rail track on the east side. | No alternation required. |
| 43 | East Floral Avenue | Rural Fresno County | Existing at-grade RR crossing with BNSF east of proposed HST alignment. E Floral Ave connects to SR 41 (2.3 miles) to the west. To the east it joins SR 99 (6.3 miles). There are a number of residential buildings on both sides of RR track. | E Floral Ave would pass over the proposed HST and existing BNSF RR along current street alignment. |
| 44 | East Rose Avenue | Rural Fresno County | Running on both sides of the track but not crossing, connects to Topeka St (frontage road east of BNSF tracks). | Proposed to be closed at HST right-of-way. |

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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
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| 45 | East Overholser Avenue | Rural Fresno County | E Overholser does not cross RR tracks, ends at Topeka St before meeting BNSF rail track on the east side. | No alternation required. |
| 46 | East Avenell Avenue | Rural Fresno County | E Avenell Ave does not cross RR tracks, ends at Topeka St before meeting BNSF rail track on the east side. | No alternation required. |
| 47 | East Nebraska Avenue | Rural Fresno County | Existing at-grade RR crossing with BNSF east of proposed HST alignment. E Nebraska Ave connects to SR 41 (2.5 miles) to the west. To the east it joins SR 43 (6.2 miles) and SR 99. Commercial/residential buildings are east with number of residential buildings west of BNSF track. | E Nebraska Ave would pass over the proposed HST and existing BNSF, to the south of existing road alignment. Access to the commercial buildings (east) and residential properties (west) would be altered to accommodate the crossing structure. |
| 48 | South Chestnut Avenue | Rural Fresno County | Minor north-south arterial, existing at-grade RR crossing with BNSF east of proposed HST alignment. Connects E Nebraska Ave and E Mountain View. A number of derelict buildings north of crossing. Old landfill site west of track. | A combined overpass solution with E Mountain View Ave is proposed over the HST and existing BNSF. S Chestnut Ave would be elevated on ramps to join E Mountain View Ave. This option was chosen as there is little space to construct two separate bridges. |
| 49 | East Mountain View Avenue | Rural Fresno County | Existing at-grade RR crossing with BNSF east of proposed HST alignment. E Mountain View connects to SR 41 (2.8 miles) to the west. To the east, it joins SR 43 (6 miles) and 99. No development nearby. Existing canal going north through crossing. | A combined overpass solution with S Chestnut Ave is proposed over the HST and existing BNSF. E Mountain View Ave would have the main overpass along existing road alignment with S Chestnut Ave north-south raised and connected to both sides of HST right-of-way. This option was chosen as there is little space to construct two separate bridges. |
| 50 | East Kamm Avenue | Rural Fresno County | Runs on both side of track but does not cross. | Proposed to be closed at HST right-of-way. |
| 51 | South Willow Avenue | Rural Fresno County | Runs on both side of track but does not cross. | Proposed to be closed at HST right-of-way. |

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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------|-----------------------|--|--|
| 52 | East Conejo Avenue | Conejo, Fresno County | E Conejo Ave is an east-west road with an at-grade crossing with BNSF RR. | HST would be elevated on an aerial structure. |
| 53 | South Topeka Avenue | Conejo, Fresno County | Topeka Ave runs east parallel to BNSF. It connects E Conejo Ave to S Peach Ave. | Proposed to be closed at HST right-of-way. |
| 54 | South Peach Avenue | Conejo, Fresno County | S Peach Ave is a north-south road with an at-grade crossing with BNSF RR. | HST would be elevated on an aerial structure. |
| 55 | East Clarkson Avenue | Rural Fresno County | E Clarkson Ave has a skew, at-grade crossing with BNSF RR; runs east-west. | E Clarkson proposed to be closed at the HST and connect E Clarkson Ave to S Minnewawa Ave west of HST. |
| 56 | South Minnewawa Avenue | Rural Fresno County | S Minnewawa Ave is a north-south road between E Clarkson Ave and E Elkhorn Ave. S Minnewawa does not cross the BNSF RR. | North S Minnewawa Ave proposed to be closed at the HST. S Minnewawa Ave west of HST would connect to E Clarkson Ave in the north. |
| 57 | South Clovis Avenue | Rural Fresno County | S Clovis Ave runs north-south with approximate 2000-ft shift to the west at E Elkhorn Ave. | Proposed to connect the north and south legs of the road by crossing roughly perpendicular over HST. |
| 58 | East Elkhorn Avenue | Rural Fresno County | E Elkhorn HST crossing is east of existing at-grade RR crossing, runs east-west. S Minnewawa Ave and S Clovis Ave join the road just to the west, near the RR crossing. E Elkhorn Ave connects to SR 41(4.7 miles) to the west, and to SR 43 (4.2 miles)/S Fowler Ave (major collector) to the east. | E Elkhorn Ave would pass over the proposed HST along current street alignment. |
| 59 | South Fowler Avenue | Rural Fresno County | S Fowler Ave (major collector) running north to south. S Fowler Ave shifts to the west at E Elkhorn Ave. | S Fowler Ave would pass perpendicular over the proposed HST. The design would directly link the north and south portions of S Fowler and would eliminate the tee intersections at E Elkhorn Ave. |

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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|--|---------------------|--|---|
| 60 | East Davis Avenue | Rural Fresno County | E Davis Ave runs on both sides of existing BNSF track which is 2 miles west of proposed HST. However, it does not have an existing crossing facility. E Davis Ave connects to SR 43 approx. 2.6 miles to the east. S Fowler Ave (major collector) is adjacent to HST crossing on the east. | E Davis would pass over the proposed HST along the current street alignment. |
| 61 | Central Valley Highway (State Route 43) | Rural Fresno County | SR 43 crosses the HST approx. 120 ft south of Cole Slough. | HST would be elevated and SR 43 would pass under the HST. |
| 62 | Private access between Cole Slough and Kings River | Rural Fresno County | This is an east-west access road just south of Cole Slough with connection to SR 43. | HST would be elevated on an aerial structure. |
| 63 | 9th Avenue | Rural Kings County | This is a north-south road just south of Cole Slough. | HST would be elevated on an aerial structure. |
| 64 | Cairo Avenue | Rural Kings County | Runs east-west, is called E Riverdale Rd to the west of the canal. | HST would be elevated on an aerial structure. |
| 65 | 8th Avenue | Rural Kings County | Crosses HST alignment 1100 feet north of its crossing with Dover Ave. | A combined overpass solution with Dover Ave is proposed over the HST. 8th Ave would be elevated to join Dover Ave. This option was chosen as there is little space to construct two separate bridges. |

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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------|--------------------|---|--|
| 66 | Dover Avenue | Rural Kings County | Dover Ave runs in an east-west direction and connects to the Central Valley Highway (SR 43) approx. 2 miles to the west. The road terminates approx. 1.2 miles to the east at industrial units. Existing 8th Ave intersects just east of proposed crossing. There is a single residential building also situated on the north side. | Dover Ave would pass over the proposed HST on the existing road alignment. |
| 67 | Excelsior Avenue | Hanford | Excelsior Ave runs in an east-west direction and connects to the Central Valley Highway (SR 43) approx. 2.3 miles to the west. Junction with 7th Ave 0.7 mile east of crossing. Ditch crossing 1000 ft west of HST intersection. Residential houses are present both north and south of road. | Excelsior Ave would pass over the proposed HST north of the existing road alignment. Canal would be box culverted. |
| 68 | Elder Avenue | Hanford | Elder Ave runs in an east-west direction, and connects to Central Valley Highway (SR 43) approx. 2.5 miles to west. Residential property present in area. | Elder Ave would pass over the proposed HST north of the existing road alignment. Access roads provided to residential properties on both sides of the road. |
| 69 | Flint Avenue | Hanford | Flint Ave runs in an east-west direction, and connects to SR 43 approx. 2.5 miles to the west. Dairy present to south. A ditch runs along the north side toward the end of the alignment. | Flint Ave would pass over the proposed HST to the north of the existing road alignment to avoid the dairy to the south. An access road would be provided for the dairy. The ditch would be box culverted. |
| 70 | Fargo Avenue | Hanford | Fargo Ave runs in an east-west direction, and connects to Central Valley Highway (SR 43) approx. 2.5 miles to the west. Multiple residential units present on both sides of the road with most development being to the south. There is a canal parallel to the HST. | Fargo Ave would pass over the proposed HST north of existing road alignment to avoid taking houses to the south of the road. The bridge would also pass over 7½ Ave and HST. A new frontage road at the existing Fargo Ave would provide access to residential buildings and connection to 7½ Ave. Canal would be box culverted. |

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| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-----------------------|----------------|--|--|
| 71 | 7½ Avenue | Hanford | 7½ Ave would not intersect HST. This road is a small, short road that runs parallel to the HST alignment from 0.7 mile north of Fargo to Grangeville Rd 1 mile to the south. Its connection to Fargo, however, would be severed by the building of Fargo's bridge. | 7½ Ave would be shifted east slightly to minimize the length of the Fargo Ave overhead over the HST. |
| 72 | Grangeville Boulevard | Hanford | Grangeville Blvd is an east-west street and connects to SR 43 in west. | HST would be elevated on an aerial structure. |
| 73 | East Lacey Boulevard | Hanford | E Lacey Blvd is an east-west street that provides access to a residential neighborhood northeast of the SR 43 & SR 198 interchange. | HST would be elevated on an aerial structure. |
| 74 | State Route 198 | Hanford | SR 198 is a state-owned east-west freeway. | HST would be elevated on an aerial structure. |
| 75 | 7th Road | Hanford | 7th Road is a frontage road along SR 198 and provides access to a private house from 7th Ave. | HST would be elevated on an aerial structure. |
| 76 | Hanford-Armona Avenue | Hanford | Hanford-Armona Ave runs in an east-west direction, connecting to SR 43 approx. 0.5 mile to the west, and 6th Ave approx. 1.5 miles to the east. There are number of large industrial and residential buildings present within the area. There is a canal perpendicular to the road directly east of the HST. | Hanford-Armona would be on a bridge over the HST along the existing road alignment. This reduces the impacts on houses and reduces the bridge length. The canal will be box culverted. |
| 77 | Houston Avenue | Hanford | Houston Ave runs in an east-west direction, connecting to the Central Valley Highway approx. 0.5 mile to the west. Various residential buildings are present on both sides of the proposed track. There is an industrial facility on the east side. | Houston Ave would pass over the proposed HST along the existing road alignment. Access to industrial properties to the east will require minor adjustments. A small watercourse crossing the road on the west side of the proposed track would be box culverted. |

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| 78 | Iona Avenue | Hanford | Iona Ave runs in an east-west direction and connects to the Central Valley Highway approx. 0.5 mile to the west. There is no development in the area. A small watercourse is present to the west of the proposed track. | Iona Ave would pass over the proposed HST along the existing road alignment. The canal would be box culverted. |
| 79 | Idaho Avenue | Rural Kings County | Idaho Ave runs in an east-west direction. Connects to SR 43 approx. 0.5 mile to the west. Canal present running adjacent Idaho Ave along road east of HST. | Idaho Ave would pass over the proposed HST along the existing road alignment. The canal running adjacent to Idaho Ave would be diverted at the south end. There would be an access road for the traction power facility. |
| 80 | Jackson Avenue | Rural Kings County | Jackson Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. Canal runs parallel to Jackson Ave along road east of HST. | Jackson Ave would pass over the proposed HST along the existing road alignment. The canal running parallel to the road would be diverted at the south end. |
| 81 | Jersey Avenue | Rural Kings County | Jersey Ave runs in an east-west direction, connecting to the Central Valley Highway approx. 0.5 mile to the west. Multiple residential buildings are present north of the crossing with a canal running parallel to the road on the north. | Jersey Ave proposed to be closed at HST right-of-way east of SR 43. |
| 82 | State Route 43 near Jersey Avenue | Rural Kings County | SR 43 is a north-south highway. | HST would be elevated and SR 43 would pass under HST. |
| 83 | Kent Avenue | Rural Kings County | Kent Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. A canal runs north-south through to the west of proposed HST. Various industrial/residential buildings are present on both sides of the crossing. | Kent Ave would pass over the proposed HST south of the existing road alignment to avoid impact to an existing cemetery. The watercourse would run underneath the crossing in a box culvert. |

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| 84 | Kansas Avenue | Rural Kings County | Kansas Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. There are a number of buildings present, mainly to the west of site. Crossing is approx. 13 miles directly west of Tulare. | Kansas Ave would pass over the proposed HST south of the existing road alignment and minimize impact on the dairy located on the north side of the road. The watercourse would run underneath the crossing in a box culvert. |
| 85 | Lansing Avenue | Rural Kings County | Lansing Ave runs in an east-west direction, and connects to SR 43 approx. 0.75 mile to the east. Lansing Ave crosses the BNSF Railway at grade approx. 0.9 miles to the west. Dairy operations are present on both sides of the HST in this area. | Proposed to be closed. Alternative local road access available (grade separation would be provided at Kansas Avenue to the north). |
| 86 | Nevada Avenue | Rural Kings County | Nevada Ave, just north of Corcoran, runs east from SR 43. A large watercourse is also running parallel to Nevada Ave to the south. | Nevada Ave would shift north and pass over HST, BNSF, and SR 43 and the Nevada Ave overcrossing would connect with existing Nevada Ave east of SR 43. The existing intersection between SR 43 and Nevada Ave would be maintained. The existing BNSF RR at-grade crossing would be removed. |
| 87 | Otis Avenue | Corcoran | Otis Ave starts at the intersection with Niles Ave and runs parallel to the BNSF RR and ends at Sherman Ave. | Otis Ave is proposed to be shifted to the west of the existing alignment as to avoid the HST alignment. Several existing intersections would need to be reconstructed. |
| 88 | Orange Avenue | Corcoran | Existing at-grade crossing with BNSF RR. | A new bypass roadway starting at the intersection between Charles St and Dairy Ave would be constructed south of Orange Ave and would cross over the HST and BNSF RR and reconnect Orange Ave and SR 43 east of the BNSF RR. |
| 89 | Brokaw Avenue | Corcoran | Existing at-grade crossing with BNSF RR. | HST would be elevated on an aerial structure. |
| 90 | Whitley Avenue | Corcoran | Existing at-grade crossing with BNSF RR. | HST would be elevated on an aerial structure. |

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| 91 | Sherman Avenue | Corcoran | Existing at-grade crossing with BNSF RR. | HST would be elevated on an aerial structure. |
| 92 | Plymouth Avenue | Corcoran | Plymouth Ave is a local access road. | Plymouth Ave would remain unchanged. |
| 93 | 4th Avenue | Corcoran/Rural Tulare County | 4th Ave is north-south local street connecting to SR 43 in the north. | It is proposed to realign SR 43 between 4th Ave and Ave 144 to the east and construct a new diamond interchange to serve both 4th Ave and Ave 144 about 3300 ft north of Ave 144. |
| 94 | Avenue 144 | Rural Tulare County | Ave 144 is an east-west street connecting to SR 43. Ave 144 becomes Quebec Ave west of 4th Ave and provides main access to Corcoran State Prison. | Proposed to close connection to SR 43. It is proposed to realign SR 43 between 4th Ave and Ave 144 to the east and construct a new diamond interchange to serve both 4th Ave and Ave 144 about 3300 ft north of Ave 144. |
| 95 | Avenue 136 | Rural Tulare County | Existing at-grade RR crossing and intersection with SR 43. Ave 136 extends a 0.5 mile west and terminates at Road 24. Ave 136 extends 1.5 miles east and terminates at the canal. | Proposed to close the connection to the west of SR 43 and retain the connection to the east. |
| 96 | Avenue 128 | Rural Tulare County | Existing at-grade RR crossing and intersection with SR 43. Ave 128 extends 2 miles west where it intersects with 4th Ave and changes to Redding Ave. Redding Ave continues another 9 miles to a canal. To the east, Ave 128 is an unpaved local access road that follows the canal. | East-west Ave 128 is proposed to flare to the south on the west side and cross over the HST, RR, and SR 43 and then curve to the south on the east end and loop around into SR 43. |

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|-----|-------------------------|---------------------|--|---|
| 97 | Avenue 120/Hesse Avenue | Rural Tulare County | Existing at-grade RR crossing and intersection with SR 43. Hesse Ave extends 10.5 miles east to SR 99. Ave 120 extends 2.5 miles east to Road 16 where it changes to Racine Ave. Racine Ave ends 2 miles farther west at 6th Ave. | East-west Ave 120 is proposed to flare away from the existing road on the west to the north in order to cross over the HST, RR, canal, Rd 36, and SR 43 and then curve south to intersect Ave 120 to the east of SR 43. |
| 98 | Avenue 112 | Rural Tulare County | Existing at-grade RR crossing and intersection with SR 43. Ave 112 provides access to an agricultural business that has rail access on the west side of the BNSF RR. Ave 112 extends 3 miles west where it intersects Rd 16 and changes to Salem Ave. Ave 112 extends 1 mile to the east until reaching the canal, thereafter following the canal north until it intersects Hesse Ave. | East-west Ave 112 is proposed to flare away north from the existing road on the west to cross over the HST, RR, canal, and SR 43, then curve south to intersect Ave 112 to the east of SR 43. |
| 99 | Angiola Drive | Rural Tulare County | No existing RR crossing. Angiola Dr operates as a frontage road for the existing train station, which may be removed or relocated. | Proposed to be closed. |
| 100 | Avenue 88 | Rural Tulare County | Existing at-grade RR crossing and intersection with SR 43. It is an unpaved local access road for 3.5 miles east until it intersects with Rd 84 and becomes a paved road that extends 4.5 miles east to Rd 120. To the west, Ave 88 is an unpaved local access road that extends due west 1 mile where it then follows the canal southwest. | East-west Ave 88 is proposed to flare away south from the existing road on the west to cross over the HST, RR, and SR 43, then curve north to intersect Ave 88 to the east of SR 43. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|---------------------------|---------------------|---|--|
| 101 | County Road J22/Avenue 56 | Rural Tulare County | Existing at-grade RR crossing. 4 miles to the west, County Rd J22/Ave 56 connects to the town of Alpaugh. 7.3 miles to the east County Rd J22 connects to the town of Earlimart and SR 99. | East-west County Rd J22/Ave 56 is proposed to flare to the north on the west side and cross over the HST, RR, and SR 43, then curve south on the east side and intersect the existing County Rd J22. |
| 102 | Fayes Avenue/Avenue 44 | Rural Tulare County | Fayes Ave/Ave 44 is a local access road from Young Rd and Higby Dr. | Fayes Ave/Ave 44 would remain unchanged. |
| 103 | Palmer Avenue | Rural Tulare County | Existing at-grade RR crossing. Palmer Ave connects the town of Allensworth to SR 43. To the north, Palmer connects to Fayes Ave/Ave 44 becomes an unpaved local access road outside the town limits. To the south, Palmer connects to Rd 84 which connects to Ave 24. | Proposed to be closed. (Please see Fayes Ave above.) |
| 104 | Avenue 24 | Rural Tulare County | Existing at-grade RR crossing. Ave 24 is unpaved to the east of SR 43. To the west, it connects to Rd 84 and Rd 80. | East-west Ave 24 is proposed to flare to the south on the west side and cross over the HST, RR, and SR 43, then curve to the south on the east end and loop around into SR 43. |
| 105 | Garces Highway | Rural Kern County | Existing at-grade RR crossing. Garces Hwy connects to SR 99 5 miles east in Delano, and extends 13 miles west terminating at Corcoran Rd. | East-west Garces Hwy is proposed to flare away to the north on the west side and cross over the HST, RR, and SR 43, then curve south and intersect Garces Hwy on the east side. |
| 106 | Schuster Road | Rural Kern County | Existing at-grade RR crossing and intersection with SR 43. Schuster Rd intersects Magnolia Ave 1.8 miles to the west, thereafter becoming an unpaved local access road. | East-west Schuster Rd is proposed to cross over the HST, RR, and SR 43, and curve north on the west side to intersect Schuster Rd. |
| 107 | Pond Road | Rural Kern County | Existing at-grade RR crossing and intersection with SR 43. Pond connects to SR 99 and SR 65 to the east of SR 43. Pond Rd intersects Bell Rd 9 miles to the west, thereafter becoming an unpaved local access road. | Proposed to be closed. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|--------------------|-------------------|---|---|
| 108 | Peterson Road | Rural Kern County | Existing at-grade RR crossing and intersection with SR 43. Peterson Rd Intersects Wildwood Rd 6 miles to the west, thereafter becoming an unpaved local access road. Peterson Rd connects to a SR 99 frontage road 5.5 miles east of SR 43. | East-west Peterson Rd is proposed to flare to the north on the west side and cross over the HST, RR, and SR 43 and then curve south on the east side and intersect Peterson Rd. |
| 109 | Blankenship Avenue | Rural Kern County | Existing rural road. | Proposed to be closed. |
| 110 | Taussig Avenue | Rural Kern County | Existing rural road. | Proposed to be closed. |
| 111 | McCombs Avenue | Wasco | Existing east-west street with at-grade RR crossing and intersection with SR 43. | McCombs Ave would shift north and pass over HST, BNSF, and SR 43 and the overcrossing would connect with existing street east of SR 43. The existing intersection between SR 43 and McCombs Ave would be maintained. The existing BNSF RR at-grade crossing would be removed. |
| 112 | State Route 46 | Wasco | Existing east-west State Route. | To remain unchanged. HST would be elevated on an aerial structure over SR 46. |
| 113 | 4th Street | Wasco | Existing east-west street (ends at BNSF tracks). | HST would be elevated on an aerial structure. |
| 114 | 6th Street | Wasco | Existing east-west street with at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 115 | Poso Avenue | Wasco | Existing east-west street with at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 116 | Wasco Avenue | Wasco | Existing rural road. | Proposed to be closed between Jackson Ave and Kimberlina Rd. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------|----------------|--|---|
| 117 | Kimberlina Road | Wasco | Existing rural road. | Kimberlina Rd would pass under HST and the realigned BNSF RR east of the intersection with SR 43. Existing BNSF RR at-grade crossing would be removed. |
| 118 | Merced Avenue | Shafter | Existing east-west street with at-grade RR crossing and intersection with SR 43. | Merced Ave would shift north and pass over HST, BNSF, and SR 43 and the overcrossing would connect with existing street east of SR 43. The existing intersection between SR 43 and Merced Ave would be maintained. The existing BNSF RR at-grade crossing would be removed. |
| 119 | Poplar Avenue | Shafter | Existing north-south street with at-grade RR crossing and intersection with SR 43. | Poplar Ave would pass over HST, BNSF, and SR 43 along current street alignment. A new connector would connect Poplar Ave and SR 43 west of the HST. The existing BNSF RR at-grade crossing would be removed. |
| 120 | Madera Avenue | Shafter | Existing intersection with Poplar Ave. | Proposed to be closed. |
| 121 | Mettler Avenue | Shafter | Existing intersection with Fresno Ave. | Proposed to be closed. |
| 122 | Fresno Avenue | Shafter | Existing at-grade RR crossing and intersection with SR 43. | Fresno Ave would shift south and pass over HST, BNSF, and SR 43 and the overcrossing would connect with existing street east of SR 43. The existing intersection between SR 43 and Fresno Ave would be maintained. The existing BNSF RR at-grade crossing would be removed. |
| 123 | North Shafter Avenue | Shafter | Existing north-south urban street with at-grade RR crossing and intersection with SR 43. | HST would be elevated on an aerial structure. |
| 124 | Central Avenue | Shafter | Existing urban street with at-grade RR crossing and intersection with SR 43. | HST would be elevated on an aerial structure. |
| 125 | East Lerdo Highway | Shafter | Existing east-west arterial with at-grade RR crossing and intersection with SR 43. | HST would be elevated on an aerial structure. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------------------|-------------------|---|--|
| 126 | East Los Angeles Avenue | Shafter | Existing east-west urban street at-grade RR crossing and intersection with SR 43. | HST would be elevated on an aerial structure. |
| 127 | Santa Fe Way | Shafter | Existing north-south frontage road along BNSF RR. | Santa Fe Way would be realigned west of the HST. |
| 128 | Riverside Street | Shafter | Existing east-west street with at-grade RR crossing and intersection with SR 43 and Santa Fe Way. | HST would be elevated on an aerial structure. |
| 129 | Orange Street | Rural Kern County | Existing east-west street intersecting with Santa Fe Way. | HST would be elevated on an aerial structure. |
| 130 | Cherry Avenue | Rural Kern County | Existing north-south street with at-grade RR crossing and intersection with Santa Fe Way. | HST would be elevated on an aerial structure. |
| 131 | Burbank Street | Rural Kern County | Existing at-grade RR crossing and intersection with SR 43. | Burbank St would pass over HST on a new alignment. |
| 132 | 7th Standard Road | Rural Kern County | Existing arterial pass over Santa Fe Way and BNSF RR in a grade-separation structure. | 7th Standard overcrossing would be raised to provide the required HST vertical clearance. |
| 133 | Kratzmeyer Road | Bakersfield | Existing east-west street with at-grade RR crossing and intersection with SR 43. | Kratzmeyer Road would pass over HST, BNSF, and Santa Fe Way. A new connector would connect Kratzmeyer Road and Santa Fe Way west of HST. |
| 134 | Reina Road | Bakersfield | Existing east-west street with at-grade RR crossing and intersection with SR 43. | Proposed to be closed. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------|----------------|--|--|
| 135 | Renfro Road | Bakersfield | Existing east-west street with at-grade RR crossing and intersection with SR 43. | Renfro Rd would pass over HST, BNSF and Santa Fe Way. |
| 136 | Hageman Road | Bakersfield | Proposed BNSF underpass. | HST would be elevated on an aerial structure. |
| 137 | Allen Road | Bakersfield | Proposed BNSF underpass. | HST would be elevated on an aerial structure. |
| 138 | State Route 58 | Bakersfield | Existing overcrossing of RR. | Overcrossing would be raised to provide the required HST vertical clearance. |
| 139 | Verdugo Lane | Bakersfield | Existing local road. | Extend Verdugo from Palm Ave to Shellabarger Rd to replace connectivity to Palm Ave. |
| 140 | Enger Street | Bakersfield | Existing local road. | Enger Street would be realigned. |
| 141 | Glenn Street | Bakersfield | Existing local road. | Proposed to be closed. Alternative local access available. |
| 142 | Palm Avenue | Bakersfield | Existing local road. | Proposed to be closed. Alternative local access available. |
| 143 | Country Breeze Place | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 144 | Calloway Drive | Bakersfield | Existing arterial. | HST would be elevated on an aerial structure. |
| 145 | Thistlewood Court | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 146 | Windsong Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 147 | Brimhall Road | Bakersfield | Existing local collector. | HST would be elevated on an aerial structure. |
| 148 | Coffee Road | Bakersfield | Existing local collector. | HST would be elevated on an aerial structure. |
| 149 | Mohawk Street | Bakersfield | Existing local collector. | HST would be elevated on an aerial structure. |
| 150 | Truxtun Avenue | Bakersfield | Existing local collector. | HST would be elevated on an aerial structure. |
| 151 | Commerce Drive | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------|----------------|--|--|
| 152 | State Route 99 | Bakersfield | SR 99 passes over BNSF tracks on elevated structure. | HST would pass over the SR 99 structure. |
| 153 | Oak Street | Bakersfield | Oak Street passes over BNSF tracks on elevated structure. | HST would pass over the existing structure. |
| 154 | F Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | Proposed to be closed. |
| 155 | G Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 156 | H Street | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 157 | Eye Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 158 | Chester Avenue | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 159 | K Street | Bakersfield | Existing local street ends at BNSF right-of-way. | HST would be elevated on an aerial structure. |
| 160 | L Street | Bakersfield | Existing at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 161 | N Street | Bakersfield | Existing at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 162 | Q Street | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 163 | Union Avenue | Bakersfield | Existing arterial with BNSF underpass. | HST would be elevated on an aerial structure. |
| 164 | Sonora Street | Bakersfield | Existing collector with at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 165 | Chico Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. Chico St proposed to be closed between HST right-of-way and Sonora St. |
| 166 | Inyo Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|--------------------|----------------|--|---|
| 167 | Tulare Street | Bakersfield | Existing local street with at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 168 | Dolores Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. Dolores St proposed to be closed at HST right-of-way. |
| 169 | Kern Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 170 | Baker Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 171 | Eureka Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 172 | King Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 173 | Beale Avenue | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 174 | Owens Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 175 | East 18th Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 176 | Gage Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 177 | Robinson Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 178 | East 19st Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 179 | Miller Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 180 | Haley Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 181 | Brown Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 182 | Williams Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 183 | Washington Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 184 | Ogden Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 185 | Chamberlain Avenue | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |

Table 2-A-1
Road Crossings for the BNSF Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------|----------------|---------------------------------|---|
| 186 | Mount Vernon Avenue | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure. |
| 187 | Exchange Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 188 | Steele Avenue | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 189 | Quantico Ave | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 190 | East California Avenue | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure. |
| 191 | Oswell Front Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 192 | Oswell Street | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure. |

Table 2-A-2
Road Crossings For Hanford West Bypass 1 Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------|---------------------|---|--|
| 1 | East Kamm Avenue | Rural Fresno County | Runs on both sides of BNSF Railway tracks but does not cross. | Proposed to be closed at HST right-of-way. |
| 2 | East Conejo Avenue | Rural Fresno County | E Conejo Ave is an east-west road with an at-grade crossing of the BNSF RR. E Conejo Ave connects to SR 41 (5.3 miles) to the west and to SR 43 (3.4 miles) to the east. | E Conejo Ave would pass under HST alignment. |
| 3 | South Peach Avenue | Rural Fresno County | S Peach Ave is an existing north-south road that terminates at E Clarkson Ave. It has an existing at-grade crossing of the BNSF RR approximately 0.25 mile north of E Clarkson Ave. | Proposed to be closed, per meeting with Fresno County. |
| 4 | East Clarkson Avenue | Rural Fresno County | E Clarkson Ave is an east west road with an at-grade crossing of the BNSF RR. | Proposed to be closed, per meeting with Fresno County. |
| 5 | East Elkhorn Avenue | Rural Fresno County | E Elkhorn is an east-west road with an at-grade crossing of the BNSF RR. E Elkhorn Ave connects to SR 41 (4.7 miles) to the west and to SR 43 (4.2 miles) to the east. | E Elkhorn would cross over the HST alignment. |
| 6 | South Minnewawa Avenue | Rural Fresno County | S Minnewawa Ave is a north-south road between E Clarkson Ave and E Elkhorn Ave. S Minnewawa does not cross the BNSF RR. | Proposed to be closed at the HST right-of-way. |
| 7 | South Clovis Avenue | Rural Fresno County | S Clovis Ave is a north-south road with an at-grade crossing of the BNSF RR (0.4 mile south of E. Elkhorn). | Proposed to realign S Clovis to the west of HST alignment (from E Elkhorn Ave to south of the HST crossing). |
| 8 | East Davis Avenue | Rural Fresno County | E Davis is an existing east-west road. | E Davis proposed to be closed from HST crossing to the BNSF. |

Table 2-A-2
Road Crossings For Hanford West Bypass 1 Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------------------|---------------------------|---|---|
| 9 | East Barrett Avenue | Rural Fresno County | E Barrett Ave is an existing east-west road approximately 0.5 mile long running from S Clovis Ave on the west to S Sunnyside Ave on the east. | E Barrett proposed to be closed from the HST crossing to the BNSF (maintain E Barrett west of HST). |
| 10 | East Riverdale Avenue | Rural Fresno County | E Riverdale Ave is an existing east-west road. | HST would be elevated on an aerial structure. |
| 11 | East Mt. Whitney Avenue | Rural Fresno County | E Mt. Whitney is an existing east-west road. | HST would be elevated on an aerial structure. |
| 12 | Douglas Avenue/Levee | Rural Kings County | Douglas Ave is an existing unpaved access road on top of the levee south of the Kings River | HST would be elevated on an aerial structure. |
| 13 | Excelsior Avenue | Rural Kings County | Excelsior Ave is an east-west road that connects to SR 41 (5.9 miles) to the west and to SR 43 (3.6 miles) to the east. | Excelsior Ave would pass over the HST alignment along existing roadway alignment. |
| 14 | Elder Avenue | Rural Kings County | Elder Ave is an existing east-west road running from 14th Ave to the west and 13th Ave to the east. | Proposed to be closed. Study area allows for an overcrossing; however, Elder only goes from 14th to 13th, so therefore it seems that this road will ultimately be closed. |
| 15 | Flint Avenue | Rural Kings County | Flint Ave. is an east-west road that connects to SR 41 (6.1 miles) to the west and to SR 43 (3.6 miles) to the east. | Flint Ave would pass over the HST alignment along existing roadway alignment. |
| 16 | Fargo Avenue | Rural Kings County | Fargo Ave is an east-west road running from 16th Ave to the west, and connecting to SR 43 (4.4 miles) to the east). | Fargo Ave would pass over the HST alignment along existing roadway alignment. |
| 17 | Grangeville Boulevard | Grangeville, Kings County | Grangeville Blvd. is an east-west road that connects to SR 41 (6.3 miles) to the west and to SR 43 (5.3 miles) to the east. | Grangeville Blvd would pass under the HST alignment. |

Table 2-A-2
Road Crossings For Hanford West Bypass 1 Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------|----------------------|--|--|
| 18 | 13th Avenue | Hanford | 13th Ave is a north-south road that is the western boundary of the College of the Sequoias and Sierra Pacific High School (north of Lacey Blvd). | 13th Ave would pass under the HST alignment. |
| 19 | West Lacey Boulevard | Hanford | Lacey Blvd is an east-west roadway providing access from Hanford to the College of the Sequoias and Sierra Pacific High School. | W Lacey Blvd would pass under the HST alignment. |
| 20 | Glendale Avenue | Armona, Kings County | Glendale Ave is an east-west roadway that serves as a frontage road between the SR 198 interchanges at 12th Ave and 13th Ave. | Glendale Ave would pass over the HST alignment along existing roadway alignment. |
| 21 | State Route 198 | Armona, Kings County | SR 198 is a state-owned east-west freeway. | SR 198 would pass over the HST alignment. |
| 22 | Hanford-Armona Road | Armona, Kings County | Hanford-Armona Rd is an east-west roadway running between Hanford and Armona. Immediately west of the project area there is an existing interchange with SR 198. | Hanford-Armona Rd would pass over the HST alignment along existing roadway alignment. |
| 23 | Houston Avenue | Rural Kings County | Houston Ave is an east-west roadway that connects to SR 198 (4.2 miles) to the west and SR 43 (4.5 miles) to the east. | Houston Ave would pass over the HST alignment along existing roadway alignment. |
| 24 | Iona Avenue | Rural Kings County | Iona Ave is an east-west roadway that connects to SR 43 (4.3 miles) to the east. | Iona Ave would pass over the HST alignment along existing roadway alignment, includes intersection improvements at 12th Ave. |
| 25 | 12th Avenue | Rural Kings County | 12th Ave is a north-south roadway that connects the properties in the project area to SR 198 (3.3 miles) to the north. | 12th Ave would pass under the HST alignment. |
| 26 | Idaho Avenue | Rural Kings County | Idaho Ave is an east-west roadway that connects to SR 43 (4.0 miles) to the east. | Idaho Ave would pass under the HST alignment. |

Table 2-A-2
Road Crossings For Hanford West Bypass 1 Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------------|--------------------|---|--|
| 27 | Jackson Avenue | Rural Kings County | Jackson Ave is an east-west roadway that connects to SR 43 (3.6 miles) to the east. There is an at-grade crossing of the BNSF RR (1.2 miles) to the east. | Jackson Ave would pass over the HST alignment along existing roadway alignment. |
| 28 | South 11th Avenue | Rural Kings County | S 11th Ave is a north-south roadway running from Kansas Ave to the south to SR 198 (6.8 miles) and into Hanford on the north. | 11th Ave would pass under the HST alignment, realign 11th Ave to the east for an intersection with Kent Ave. |
| 29 | Kent Avenue | Rural Kings County | Kent Ave is an east-west roadway that connects to SR 43 (3.1 miles) to the east. There is an at-grade crossing of the BNSF RR (0.6 mile) to the east. | Kent Ave would pass under the HST alignment. |
| 30 | Kansas Avenue | Rural Kings County | Kansas Ave is an east-west roadway that connects to SR 43 (2.4 miles) to the east. There is an at-grade crossing of the BNSF RR (0.2 mile) to the east. | Kansas Ave would pass under the HST alignment. |
| 31 | S 10th Avenue | Rural Kings County | 10th Ave is a north-south roadway. It terminates at Lansing Ave (0.5 mile) south of the project area. There is an at-grade crossing of BNSF RR (0.2 mile) to the north. | Proposed to be closed on either side of HST. |
| 32 | Lansing Avenue | Rural Kings County | Lansing Ave is an east-west roadway that connects to SR 43 (1.6 miles) to the east. There is an at-grade crossing of the BNSF RR adjacent to the project area. | Lansing Ave would pass over the HST alignment along existing roadway alignment. Modification would include 6000+ feet of canal realignment south of Lansing Ave. |

Table 2-A-3

Road Crossings For Hanford West Bypass 1 Modified Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------|---------------------|---|--|
| 1 | East Kamm Avenue | Rural Fresno County | Runs on both sides of the BNSF Railway tracks but does not cross. | Proposed to be closed at HST right-of-way. |
| 2 | East Conejo Avenue | Rural Fresno County | E Conejo Ave is an east-west road with an at-grade crossing of the BNSF RR. E Conejo Ave connects to SR 41 (5.3 miles) to the west and to SR 43 (3.4 miles) to the east. | E Conejo Ave would pass under HST alignment. |
| 3 | South Peach Avenue | Rural Fresno County | S Peach Ave is an existing north-south road that terminates at E Clarkson Ave. It has an existing at-grade crossing of the BNSF RR approximately 0.25 mile north of E Clarkson Ave. | Proposed to be closed, per meeting with Fresno County. |
| 4 | East Clarkson Avenue | Rural Fresno County | E Clarkson Ave is an east west road with an at-grade crossing of the BNSF RR. | Proposed to be closed, per meeting with Fresno County. |
| 5 | East Elkhorn Avenue | Rural Fresno County | E Elkhorn is an east-west road with an at-grade crossing of the BNSF RR. E Elkhorn Ave connects to SR 41 (4.7 miles) to the west and to SR 43 (4.2 miles) to the east. | E Elkhorn would cross over the HST alignment. |
| 6 | South Minnewawa Avenue | Rural Fresno County | S Minnewawa Ave is a north-south road between E Clarkson Ave and E Elkhorn Ave. S Minnewawa does not cross the BNSF RR. | Proposed to be closed at the HST right-of-way. |
| 7 | South Clovis Avenue | Rural Fresno County | S Clovis Ave is a north-south road with an at-grade crossing of the BNSF RR (0.4 mile south of E. Elkhorn). | Proposed to realign S Clovis to the west of HST alignment (from E Elkhorn Ave to south of the HST crossing). |
| 8 | East Davis Avenue | Rural Fresno County | E Davis is an existing east-west road. | E Davis proposed to be closed from HST crossing to the BNSF. |

Table 2-A-3
Road Crossings For Hanford West Bypass 1 Modified Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------------------|---------------------------|---|---|
| 9 | East Barrett Avenue | Rural Fresno County | E Barrett Ave is an existing east-west road approximately 0.5 mile long running from S Clovis Ave on the west to S Sunnyside Ave on the east. | E Barrett proposed to be closed from the HST crossing to the BNSF (maintain E Barrett west of HST). |
| 10 | East Riverdale Avenue | Rural Fresno County | E Riverdale Ave is an existing east-west road. | HST would be elevated on an aerial structure. |
| 11 | East Mt. Whitney Avenue | Rural Fresno County | E Mt. Whitney is an existing east-west road. | HST would be elevated on an aerial structure. |
| 12 | Douglas Avenue/Levee | Rural Kings County | Douglas Ave is an existing unpaved access road on top of the levee south of the Kings River | HST would be elevated on an aerial structure. |
| 13 | Excelsior Avenue | Rural Kings County | Excelsior Ave is an east-west road that connects to SR 41 (5.9 miles) to the west and to SR 43 (3.6 miles) to the east. | Excelsior Ave would pass over the HST alignment along existing roadway alignment. |
| 14 | Elder Avenue | Rural Kings County | Elder Ave is an existing east-west road running from 14th Ave to the west and 13th Ave to the east. | Proposed to be closed. Study area allows for an overcrossing; however, Elder only goes from 14th to 13th, so therefore it seems that this road will ultimately be closed. |
| 15 | Flint Avenue | Rural Kings County | Flint Ave. is an east-west road that connects to SR 41 (6.1 miles) to the west and to SR 43 (3.6 miles) to the east. | Flint Ave would pass over the HST alignment along existing roadway alignment. |
| 16 | Fargo Avenue | Rural Kings County | Fargo Ave is an east-west road running from 16th Ave to the west, and connecting to SR 43 (4.4 miles) to the east). | Fargo Ave would pass over the HST alignment along existing roadway alignment. |
| 17 | Grangeville Boulevard | Grangeville, Kings County | Grangeville Blvd. is an east-west road that connects to SR 41 (6.3 miles) to the west and to SR 43 (5.3 miles) to the east. | Grangeville Blvd would pass under the HST alignment. |

Table 2-A-3

Road Crossings For Hanford West Bypass 1 Modified Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------|----------------------|--|--|
| 18 | 13th Avenue | Hanford | 13th Ave is a north-south road that is the western boundary of the College of the Sequoias and Sierra Pacific High School (north of Lacey Blvd). | 13th Ave would cross over the HST alignment. |
| 19 | West Lacey Boulevard | Hanford | Lacey Blvd is an east-west roadway providing access from Hanford to the College of the Sequoias and Sierra Pacific High School. | W Lacey Blvd would pass over the HST alignment. |
| 20 | Glendale Avenue | Armona, Kings County | Glendale Ave is an east-west roadway that serves as a frontage road between the SR 198 interchanges at 12th Ave and 13th Ave. | Glendale Ave would pass over the HST alignment along existing roadway alignment. |
| 21 | State Route 198 | Armona, Kings County | SR 198 is a state-owned east-west freeway. | SR 198 would pass over the HST alignment. |
| 22 | Hanford-Armona Road | Armona, Kings County | Hanford-Armona Rd is an east-west roadway running between Hanford and Armona. Immediately west of the project area there is an existing interchange with SR 198. | Hanford-Armona Rd would pass over the HST alignment along existing roadway alignment. |
| 23 | Houston Avenue | Rural Kings County | Houston Ave is an east-west roadway that connects to SR 198 (4.2 miles) to the west and SR 43 (4.5 miles) to the east. | Houston Ave would pass over the HST alignment along existing roadway alignment. |
| 24 | Iona Avenue | Rural Kings County | Iona Ave is an east-west roadway that connects to SR 43 (4.3 miles) to the east. | Iona Ave would pass over the HST alignment along existing roadway alignment, includes intersection improvements at 12th Ave. |
| 25 | 12th Avenue | Rural Kings County | 12th Ave is a north-south roadway that connects the properties in the project area to SR 198 (3.3 miles) to the north. | 12th Ave would pass under the HST alignment. |
| 26 | Idaho Avenue | Rural Kings County | Idaho Ave is an east-west roadway that connects to SR 43 (4.0 miles) to the east. | Idaho Ave would pass under the HST alignment. |

Table 2-A-3

Road Crossings For Hanford West Bypass 1 Modified Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------------|--------------------|---|--|
| 27 | Jackson Avenue | Rural Kings County | Jackson Ave is an east-west roadway that connects to SR 43 (3.6 miles) to the east. There is an at-grade crossing of the BNSF RR (1.2 miles) to the east. | Jackson Ave would pass over the HST alignment along existing roadway alignment. |
| 28 | South 11th Avenue | Rural Kings County | S 11th Ave is a north-south roadway running from Kansas Ave to the south to SR 198 (6.8 miles) and into Hanford on the north. | 11th Ave would pass under the HST alignment, realign 11th Ave to the east for an intersection with Kent Ave. |
| 29 | Kent Avenue | Rural Kings County | Kent Ave is an east-west roadway that connects to SR 43 (3.1 miles) to the east. There is an at-grade crossing of the BNSF RR (0.6 mile) to the east. | Kent Ave would pass under the HST alignment. |
| 30 | Kansas Avenue | Rural Kings County | Kansas Ave is an east-west roadway that connects to SR 43 (2.4 miles) to the east. There is an at-grade crossing of the BNSF RR (0.2 mile) to the east. | Kansas Ave would pass over the HST alignment. |
| 31 | S 10th Avenue | Rural Kings County | 10th Ave is a north-south roadway. It terminates at Lansing Ave (0.5 mile) south of the project area. There is an at-grade crossing of BNSF RR (0.2 mile) to the north. | Proposed to be closed on either side of HST. |
| 32 | Lansing Avenue | Rural Kings County | Lansing Ave is an east-west roadway that connects to SR 43 (1.6 miles) to the east. There is an at-grade crossing of the BNSF RR adjacent to the project area. | Lansing Ave would pass over the HST alignment along existing roadway alignment. Modification would include 6000+ feet of canal realignment south of Lansing Ave. |

Table 2-A-4
Road Crossings For Hanford West Bypass 2 Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------|---------------------|---|--|
| 1 | East Kamm Avenue | Rural Fresno County | Runs on both sides of the BNSF Railway tracks but does not cross. | Proposed to be closed at HST right-of-way. |
| 2 | East Conejo Avenue | Rural Fresno County | E Conejo Ave is an east-west road with an at-grade crossing of the BNSF RR. E Conejo Ave connects to SR 41 (5.3 miles) to the west and to SR 43 (3.4 miles) to the east. | E Conejo Ave would pass under HST alignment. |
| 3 | South Peach Avenue | Rural Fresno County | S Peach Ave is an existing north-south road that terminates at E Clarkson Ave. It has an existing at-grade crossing of the BNSF RR approximately 0.25 mile north of E Clarkson Ave. | Proposed to be closed, per meeting with Fresno County. |
| 4 | East Clarkson Avenue | Rural Fresno County | E Clarkson Ave is an east-west road with an at-grade crossing of the BNSF RR. | Proposed to be closed, per meeting with Fresno County. |
| 5 | East Elkhorn Avenue | Rural Fresno County | E Elkhorn is an east-west road with an at-grade crossing of the BNSF RR. E Elkhorn Ave connects to SR 41 (4.7 miles) to the west and to SR 43 (4.2 miles) to the east. | E Elkhorn would cross over the HST alignment. |
| 6 | South Minnewawa Avenue | Rural Fresno County | S Minnewawa Ave is a north-south road between E Clarkson Ave and E Elkhorn Ave. S Minnewawa does not cross the BNSF RR. | Proposed to be closed at the HST right-of-way. |
| 7 | South Clovis Avenue | Rural Fresno County | S Clovis Ave is a north-south road with an at-grade crossing of the BNSF RR (0.4 mile south of E Elkhorn). | Proposed to realign S Clovis to the west of HST alignment (from E Elkhorn Ave to south of the HST crossing). |
| 8 | East Davis Avenue | Rural Fresno County | E Davis is an existing east-west road. | E Davis proposed to be closed from HST crossing to the BNSF. |

Table 2-A-4
Road Crossings For Hanford West Bypass 2 Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------------------|---------------------------|---|--|
| 9 | East Barrett Avenue | Rural Fresno County | E Barrett Ave is an existing east-west road approximately 0.5 mile long running from S Clovis Ave on the west to S Sunnyside Ave on the east. | E Barrett proposed to be closed from the HST crossing to the BNSF (maintain E Barrett west of HST). |
| 10 | East Riverdale Avenue | Rural Fresno County | E Riverdale Ave is an existing east-west road. | HST would be elevated on an aerial structure. |
| 11 | East Mt. Whitney Avenue | Rural Fresno County | E Mt. Whitney is an existing east-west road. | HST would be elevated on an aerial structure. |
| 12 | Douglas Avenue/ Levee | Rural Kings County | Douglas Ave is an existing unpaved access road on top of the levee south of the Kings River | HST would be elevated on an aerial structure. |
| 13 | Excelsior Avenue | Rural Kings County | Excelsior Ave is an east-west road that connects to SR 41 (5.9 miles) to the west and to SR 43 (3.6 miles) to the east. | Excelsior Ave would pass over the HST alignment. |
| 14 | Elder Avenue | Rural Kings County | Elder Ave is an existing east-west road running from 14th Ave to the west and 13th Ave to the east. | Proposed to be closed. Study area allows for an overcrossing, however, Elder only goes from 14th to 13th, so therefore it seems that the road will ultimately be closed. |
| 15 | Flint Avenue | Rural Kings County | Flint Ave is an east-west road that connects to SR 41 (6.1 miles) to the west and to SR 43 (3.6 miles) to the east. | Flint Ave would pass over the HST alignment. |
| 16 | Fargo Avenue | Rural Kings County | Fargo Ave is an east-west road running from 16th Ave to the west, and connecting to SR 43 (4.4 miles) to the east). | Fargo Ave would pass over the HST alignment. |
| 17 | Grangeville Boulevard | Grangeville, Kings County | Grangeville Blvd is an east-west road that connects to SR 41 (6.3 miles) to the west and to SR 43 (5.3 miles) to the east. | Grangeville Blvd would pass under the HST alignment. |

Table 2-A-4
Road Crossings For Hanford West Bypass 2 Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------|----------------------|--|--|
| 18 | 13th Avenue | Hanford | 13th Ave is a north-south road that is the western boundary of the College of the Sequoias and Sierra Pacific High School (north of Lacey Blvd). | 13th Ave would pass under the HST alignment. |
| 19 | West Lacey Boulevard | Hanford | Lacey Blvd is an east-west roadway providing access from Hanford to the College of the Sequoias and Sierra Pacific High School. | W Lacey Blvd would pass under the HST alignment. |
| 20 | Glendale Avenue | Armona, Kings County | Glendale Ave is an east-west roadway that serves as a frontage road between the SR 198 interchanges at 12th Ave and 13th Ave. | Glendale Ave would pass over the HST alignment along existing roadway alignment. |
| 21 | State Route 198 | Armona, Kings County | SR 198 is a state-owned east-west freeway. | SR 198 would pass over the HST alignment. |
| 22 | Hanford-Armona Road | Armona, Kings County | Hanford-Armona Rd is an east-west roadway running between Hanford and Armona. Immediately west of the project area there is an existing interchange with SR 198. | Hanford-Armona Rd would pass over the HST alignment along existing roadway alignment. |
| 23 | Houston Avenue | Rural Kings County | Houston Ave is an east-west roadway that connects to SR 198 (4.2 miles) to the west and SR 43 (4.5 miles) to the east. | Houston Ave would pass over the HST alignment along existing roadway alignment. |
| 24 | Iona Avenue | Rural Kings County | Iona Ave is an east-west roadway that connects to SR 43 (4.3 miles) to the east. | Iona Ave would pass over the HST alignment along existing roadway alignment, includes intersection improvements at 12th Ave. |
| 25 | 12th Avenue | Rural Kings County | 12th Ave is a north-south roadway that connects the properties in the project area to SR 198 (3.3 miles) to the north. | 12th Ave would pass under the HST alignment. |
| 26 | Idaho Avenue | Rural Kings County | Idaho Ave is an east-west roadway that connects to SR 43 (4.0 miles) to the east. | Idaho Ave would pass under the HST alignment. |

Table 2-A-4
Road Crossings For Hanford West Bypass 2 Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------------|--------------------|--|--|
| 27 | Jackson Avenue | Rural Kings County | Jackson Ave is an east-west roadway that connects to SR 43 (3.5 miles) to the east. There is an at-grade crossing of the BNSF RR (1.1 miles) to the east. | Jackson Ave would pass over the HST alignment along existing roadway alignment. |
| 28 | South 11th Avenue | Rural Kings County | S 11th Ave is a north-south roadway running from Kansas Ave to the south to SR 198 (6.0 miles) and into Hanford on the north. | 11th Ave would pass under the HST alignment. |
| 29 | Kent Avenue | Rural Kings County | Kent Ave is an east-west roadway that connects to SR 43 (2.7 miles) to the east. There is an at-grade crossing of the BNSF RR (0.2 mile) to the east. | HST would be elevated on an aerial structure; study area includes necessary road improvements under HST structure. |
| 30 | Kansas Avenue & 10½ Avenue | Rural Kings County | Kansas Ave is an east-west roadway that connects to SR 43 (2.2 miles) to the east. There is an at-grade crossing of the BNSF RR. | HST would be elevated on an aerial structure; study area includes necessary road improvements under HST structure. |
| 31 | South 10th Avenue | Rural Kings County | 10th Ave is a north-south roadway. It terminates at Lansing Ave. (0.8 mile) south of the project area. There is an at-grade crossing of BNSF RR. | S 10th Ave proposed to be closed at the HST/BNSF crossing. |
| 32 | Lansing Avenue | Rural Kings County | Lansing Ave is an east-west roadway that connects to SR 43 (1.5 miles) to the east. There is an at-grade crossing of the BNSF RR adjacent to the project area. | Lansing Ave would pass over the HST alignment along existing roadway alignment. |
| 33 | State Route 43 | Rural Kings County | SR 43 is a north-south highway. | HST would be elevated on an aerial structure. |

Table 2-A-5

Road Crossings For Hanford West Bypass 2 Modified Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------|---------------------|---|--|
| 1 | East Kamm Avenue | Rural Fresno County | Runs on both sides of the BNSF Railway tracks but does not cross. | Proposed to be closed at HST right-of-way. |
| 2 | East Conejo Avenue | Rural Fresno County | E Conejo Ave is an east-west road with an at-grade crossing of the BNSF RR. E Conejo Ave connects to SR 41 (5.3 miles) to the west and to SR 43 (3.4 miles) to the east. | E Conejo Ave would pass under HST alignment. |
| 3 | South Peach Avenue | Rural Fresno County | S Peach Ave is an existing north-south road that terminates at E Clarkson Ave. It has an existing at-grade crossing of the BNSF RR approximately 0.25 mile north of E Clarkson Ave. | Proposed to be closed, per meeting with Fresno County. |
| 4 | East Clarkson Avenue | Rural Fresno County | E Clarkson Ave is an east-west road with an at-grade crossing of the BNSF RR. | Proposed to be closed, per meeting with Fresno County. |
| 5 | East Elkhorn Avenue | Rural Fresno County | E Elkhorn is an east-west road with an at-grade crossing of the BNSF RR. E Elkhorn Ave connects to SR 41 (4.7 miles) to the west and to SR 43 (4.2 miles) to the east. | E Elkhorn would cross over the HST alignment. |
| 6 | South Minnewawa Avenue | Rural Fresno County | S Minnewawa Ave is a north-south road between E Clarkson Ave and E Elkhorn Ave. S Minnewawa does not cross the BNSF RR. | Proposed to be closed at the HST right-of-way. |
| 7 | South Clovis Avenue | Rural Fresno County | S Clovis Ave is a north-south road with an at-grade crossing of the BNSF RR (0.4 mile south of E Elkhorn). | Proposed to realign S Clovis to the west of HST alignment (from E Elkhorn Ave to south of the HST crossing). |
| 8 | East Davis Avenue | Rural Fresno County | E Davis is an existing east-west road. | E Davis proposed to be closed from HST crossing to the BNSF. |

Table 2-A-5
Road Crossings For Hanford West Bypass 2 Modified Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------------------|---------------------------|---|--|
| 9 | East Barrett Avenue | Rural Fresno County | E Barrett Ave is an existing east-west road approximately 0.5 mile long running from S Clovis Ave on the west to S Sunnyside Ave on the east. | E Barrett proposed to be closed from the HST crossing to the BNSF (maintain E Barrett west of HST). |
| 10 | East Riverdale Avenue | Rural Fresno County | E Riverdale Ave is an existing east-west road. | HST would be elevated on an aerial structure. |
| 11 | East Mt. Whitney Avenue | Rural Fresno County | E Mt. Whitney is an existing east-west road. | HST would be elevated on an aerial structure. |
| 12 | Douglas Avenue/Levee | Rural Kings County | Douglas Ave is an existing unpaved access road on top of the levee south of the Kings River | HST would be elevated on an aerial structure. |
| 13 | Excelsior Avenue | Rural Kings County | Excelsior Ave is an east-west road that connects to SR 41 (5.9 miles) to the west and to SR 43 (3.6 miles) to the east. | Excelsior Ave would pass over the HST alignment. |
| 14 | Elder Avenue | Rural Kings County | Elder Ave is an existing east-west road running from 14th Ave to the west and 13th Ave to the east. | Proposed to be closed. Study area allows for an overcrossing, however, Elder only goes from 14th to 13th, so therefore it seems that the road will ultimately be closed. |
| 15 | Flint Avenue | Rural Kings County | Flint Ave is an east-west road that connects to SR 41 (6.1 miles) to the west and to SR 43 (3.6 miles) to the east. | Flint Ave would pass over the HST alignment. |
| 16 | Fargo Avenue | Rural Kings County | Fargo Ave is an east-west road running from 16th Ave to the west, and connecting to SR 43 (4.4 miles) to the east. | Fargo Ave would pass over the HST alignment. |
| 17 | Grangeville Boulevard | Grangeville, Kings County | Grangeville Blvd is an east-west road that connects to SR 41 (6.3 miles) to the west and to SR 43 (5.3 miles) to the east. | Grangeville Blvd would pass under the HST alignment. |

Table 2-A-5
Road Crossings For Hanford West Bypass 2 Modified Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------|----------------------|--|--|
| 18 | 13th Avenue | Hanford | 13th Ave is a north-south road that is the western boundary of the College of the Sequoias and Sierra Pacific High School (north of Lacey Blvd). | 13th Avenue would cross over the HST alignment. |
| 19 | West Lacey Boulevard | Hanford | Lacey Blvd is an east-west roadway providing access from Hanford to the College of the Sequoias and Sierra Pacific High School. | W Lacey Blvd. would pass over the HST alignment. |
| 20 | Glendale Avenue | Armona, Kings County | Glendale Ave is an east-west roadway that serves as a frontage road between the SR 198 interchanges at 12th Ave and 13th Ave. | Glendale Ave would pass over the HST alignment along existing roadway alignment. |
| 21 | State Route 198 | Armona, Kings County | SR 198 is a state-owned east-west freeway. | SR 198 would pass over the HST alignment. |
| 22 | Hanford-Armona Road | Armona, Kings County | Hanford-Armona Rd is an east-west roadway running between Hanford and Armona. Immediately west of the project area there is an existing interchange with SR 198. | Hanford-Armona Rd would pass over the HST alignment along existing roadway alignment. |
| 23 | Houston Avenue | Rural Kings County | Houston Ave is an east-west roadway that connects to SR 198 (4.2 miles) to the west and SR 43 (4.5 miles) to the east. | Houston Ave would pass over the HST alignment along existing roadway alignment. |
| 24 | Iona Avenue | Rural Kings County | Iona Ave is an east-west roadway that connects to SR 43 (4.3 miles) to the east. | Iona Ave would pass over the HST alignment along existing roadway alignment, includes intersection improvements at 12th Ave. |
| 25 | 12th Avenue | Rural Kings County | 12th Ave is a north-south roadway that connects the properties in the project area to SR 198 (3.3 miles) to the north. | 12th Ave would pass under the HST alignment. |
| 26 | Idaho Avenue | Rural Kings County | Idaho Ave is an east-west roadway that connects to SR 43 (4.0 miles) to the east. | Idaho Ave would pass under the HST alignment. |

Table 2-A-5
Road Crossings For Hanford West Bypass 2 Modified Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------------|--------------------|--|--|
| 27 | Jackson Avenue | Rural Kings County | Jackson Ave is an east-west roadway that connects to SR 43 (3.5 miles) to the east. There is an at-grade crossing of the BNSF RR (1.1 miles) to the east. | Jackson Ave would pass over the HST alignment along existing roadway alignment. |
| 28 | South 11th Avenue | Rural Kings County | S 11th Ave is a north-south roadway running from Kansas Ave to the south to SR 198 (6.0 miles) and into Hanford on the north. | 11th Ave would pass under the HST alignment. |
| 29 | Kent Avenue | Rural Kings County | Kent Ave is an east-west roadway that connects to SR 43 (2.7 miles) to the east. There is an at-grade crossing of the BNSF RR (0.2 mile) to the east. | HST would be elevated on an aerial structure; study area includes necessary road improvements under HST structure. |
| 30 | Kansas Avenue & 10½ Avenue | Rural Kings County | Kansas Ave is an east-west roadway that connects to SR 43 (2.2 miles) to the east. There is an at-grade crossing of the BNSF RR. | HST would be elevated on an aerial structure; study area includes necessary road improvements under HST structure. |
| 31 | South 10th Avenue | Rural Kings County | 10th Ave is a north-south roadway. It terminates at Lansing Ave. (0.8 mile) south of the project area. There is an at-grade crossing of BNSF RR. | S 10th Ave proposed to be closed at the HST/BNSF crossing. |
| 32 | Lansing Avenue | Rural Kings County | Lansing Ave is an east-west roadway that connects to SR 43 (1.5 miles) to the east. There is an at-grade crossing of the BNSF RR adjacent to the project area. | Lansing Ave would pass over the HST alignment along existing roadway alignment. |
| 33 | State Route 43 | Rural Kings County | SR 43 is a north-south highway. | HST would be elevated on an elevated structure. |

Table 2-A-6
Road Crossings for the Corcoran Elevated Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|--------------------------|------------------------------|--|---|
| 1 | Nevada Avenue | Rural Kings County | Nevada Ave, just north of Corcoran, runs east from SR 43. The crossing is located 1300 ft from the BNSF crossing to the west. The SR 43 crossing is 1000 ft west of HST/Nevada crossing. A large watercourse is also running parallel to Nevada Ave to the south. | Nevada Ave will pass over the HST, BNSF, and SR 43 <u>on existing alignment</u> and connect with existing Nevada Ave east of SR 43. The existing intersection between SR 43 and Nevada Ave would be maintained. The existing BNSF at-grade crossing would be removed. A new connector to SR 43 and the BNSF crossing would be required. |
| 2 | Santa Fe Avenue off-ramp | Corcoran | Santa Fe Ave intersects SR 43 on the west side at-grade. Santa Fe Ramp currently operates as a southbound off-ramp 1000 feet north of the Santa Fe Ave/SR 43 intersection. The ramps eventually merge with Santa Fe Ave. Santa Fe Ave travels 0.2 mile south where it intersects Orange Ave. | HST would pass over on an aerial structure. |
| 3 | Orange Avenue | Corcoran | Existing at-grade crossing with BNSF RR. | HST would pass over on an aerial structure. |
| 4 | Brokaw Avenue | Corcoran | Existing at-grade crossing with BNSF RR. | HST would pass over on an aerial structure. |
| 5 | Whitley Avenue | Corcoran | Existing at-grade crossing with BNSF RR. | HST would pass over on an aerial structure. |
| 6 | Sherman Avenue | Corcoran | Existing at-grade crossing with BNSF RR. | HST would pass over on an aerial structure. |
| 7 | Santa Fe Avenue | Corcoran | Santa Fe Ave begins at the intersection with Pickerill Ave and runs parallel to the BNSF RR for 2 miles south until it reaches the intersection with SR 43. | Santa Fe Ave is proposed to be shifted to the east of the existing alignment as to avoid the proposed HST aerial structure. The intersection of Pickerill and Santa Fe would be reconstructed. |
| 8 | Oregon Avenue | Corcoran | Oregon Ave is a local access road off of Santa Fe Ave and providing access to a private airport. | Intersection with Santa Fe Ave would be reconstructed and shifted east. |
| 9 | 4th Avenue | Corcoran/Rural Tulare County | Existing at-grade crossing with BNSF RR. | HST would pass over on an aerial structure. |

Table 2-A-6
Road Crossings for the Corcoran Elevated Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------|---------------------|---|--|
| 10 | Avenue 144 | Rural Tulare County | Ave 144 is an east-west street connecting to SR 43. Ave 144 becomes Quebec Ave west of 4th Ave and provides main access to Corcoran State Prison. | Ave 144 would pass over the HST alignment. |
| 11 | Avenue 136 | Rural Tulare County | Existing at-grade RR crossing and intersection with SR 43. Ave 136 extends a 0.5 mile west and terminates at Road 24. Ave 136 extends 1.5 miles east and terminates at the canal. | Proposed to close the connection to the west of SR 43 and retain the connection to the east. |

Table 2-A-7
Road Crossings for the Corcoran Bypass Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|--------------------------------------|--------------------|---|--|
| 1 | Nevada Avenue | Rural Kings County | Nevada Ave, just north of Corcoran, runs east from SR 43. The crossing is located 1300 ft from the BNSF crossing to the west. The SR 43 crossing is 1000 ft west of HST/Nevada crossing. A large watercourse is also running parallel to Nevada Ave to the south. | Nevada Ave will pass over the HST, BNSF, and SR 43 on existing alignment and connect with existing Nevada Ave east of SR 43. The existing intersection between SR 43 and Nevada Ave would be maintained. The existing BNSF at-grade crossing would be removed. A new connector to SR 43 and the BNSF crossing would be required. |
| 2 | Newark Avenue | Corcoran | Newark Ave is minor residential street connecting to 5th Ave east of SR 43. | Newark Ave proposed to be closed at HST right-of-way. Niles Ave would be extended east of 5½ Ave to the north and connect to Newark Ave. |
| 3 | 5½ Avenue | Corcoran | 5½ Ave is a north-south street connecting Nevada Ave and SR 43. | Proposed to be closed at HST right-of-way. 5½ Ave would be realigned and connect to Niles Ave east of HST right-of-way. |
| 4 | Niles Avenue | Corcoran | Niles Ave is an east-west local street east of SR 43. | Proposed to be closed at HST right-of-way. Alternative local road access available. |
| 5 | 5th Avenue | Corcoran | 5th Ave is north-south street connecting to SR 43 and Nevada Ave. | Proposed to be closed at HST right-of-way. 5th Ave will be realigned and connected to Orange Ave east of HST. |
| 6 | Waukena Avenue (Corcoran Highway) | Corcoran | Waukena Ave changes to Orange Ave and connects to the west to SR 43. To the east, Waukena Ave connects to State Route 137. | Waukena Ave would shift to the north slightly and pass over HST and a new connector road will be constructed to connect with Orange Ave east of HST. |
| 7 | Orange Avenue | Corcoran | Orange Ave is an east-west street connecting to SR 43 and SR 137. | Proposed to be closed at HST right-of-way. Orange Ave will be connected with 5th Ave and Waukena Ave via new connector. |
| 8 | Whitley Avenue/State Route 137 | Corcoran | Whitley Ave/SR 137 and SR 43 (8th Ave) intersect at the north end of the airport. | Whitley Ave would pass under the HST along current street alignment. |

Table 2-A-7
Road Crossings for the Corcoran Bypass Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------|---------------------|---|--|
| 9 | Oregon Avenue | Corcoran | Oregon Ave is an unpaved local access road connecting to SR 43. | Proposed to be closed at HST right-of-way. Alternative local road access available. |
| 10 | Avenue 144 | Rural Tulare County | Ave 144 is an east-west street connecting to SR 43. | HST would pass over on an aerial structure. |
| 11 | State Route 43 | Rural Tulare County | SR 43 is a north-south highway. | HST would pass over on an aerial structure. |
| 12 | Avenue 136 | Rural Tulare County | Existing at-grade RR crossing and intersection with SR 43. Ave 136 extends 0.5 mile west and terminates at Road 24. Ave 136 extends 1.5 miles east and terminates at the canal. | Proposed to close the connection to the west of SR 43 and retain the connection to the east. |

Table 2-A-8
Road Crossings for the Allensworth Bypass Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|---------------------------|---------------------|---|---|
| 1 | County Road J22/Avenue 56 | Rural Tulare County | Existing at-grade RR crossing. 4 miles to the west, County Rd J22/Ave 56 connects to the town of Alpaugh. 7.3 miles to the east Co Rd J22 connects to the town of Earlimart and SR 99. | East-west County Rd J22/Ave 56 is proposed to cross over the HST along the same alignment of the existing County Rd J22. |
| 2 | Avenue 24 | Rural Tulare County | Ave 24 runs east-west direction and connects to SR 43 to the east, but terminates just west of the proposed HST alignment. | Proposed to be closed. |
| 3 | Garces Highway | Rural Kern County | Existing at-grade RR crossing. Garces Hwy connects to SR 43 one mile east, and extends 13 miles west terminating at Corcoran Rd. | East-west Garces Hwy is proposed to cross over the HST along the same alignment as the existing Garces Hwy. A local access road to the east of the HST alignment would be improved for access to parcels. |
| 4 | Scofield Avenue | Rural Kern County | Scofield Ave runs north/south direction and connects to Road 80 in the north and connects to Garces Hwy in the south. | Scofield Ave is proposed to be realigned and run parallel to the HST right-of-way and connect to Garces Hwy in the south. |
| 5 | Woollomes Avenue | Rural Kern County | No existing RR crossing. Woollomes terminates 0.5 mile to the east before connecting to SR 43. To the west, Woollomes Ave extends 1 mile to Magnolia Ave, thereafter becoming an unpaved access road. | Proposed to be closed. Alternative local road access available. |
| 6 | Magnolia Avenue | Rural Kern County | No existing RR crossing. Magnolia Ave runs north/south direction connecting to Garces Hwy in the north and Pond Ave in the south. | Magnolia Ave is proposed to be realigned to run parallel to the HST and connect with Pond Road at a new location. |
| 7 | Pond Road | Pond, Kern County | Existing at-grade RR crossing and intersection with SR 43. Pond connects to SR 99 and SR 65 to the east of SR 43. Pond Rd intersects Bell Rd 9 miles to the west, thereafter becoming an unpaved local access road. | East-west Pond Rd is proposed to cross over the HST north of the existing Pond Rd to reduce the skew of the bridge. |

Table 2-A-8
Road Crossings for the Allensworth Bypass Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|--------------------|-------------------|---|--|
| 8 | Peterson Road | Rural Kern County | Existing at-grade RR crossing and intersection with SR 43. Peterson Rd Intersects Wildwood Rd 6 miles to the west, thereafter becoming an unpaved local access road. Peterson Rd connects to a SR 99 frontage road 5.5 miles east of SR 43. | East-west Peterson Rd is proposed to cross over the HST along the same alignment as the existing Peterson Rd. A local access road to the east of the HST alignment would be added for access to parcels. |
| 9 | Elmo Highway | Rural Kern County | No existing RR crossing and does not connect to SR 43. Elmo Hwy is a 2-lane unpaved access road. | Proposed to be closed. Alternative local road access available. |
| 10 | Blankenship Avenue | Rural Kern County | Existing rural road. | Proposed to be closed. |

Table 2-A-9
Road Crossings for the Wasco-Shafter Bypass Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|---------------------------|-------------------|--|--|
| 1 | Taussig Avenue | Rural Kern County | Existing rural road. | Proposed to be closed. Alternative local road access available. |
| 2 | Whisler Road | Rural Kern County | Existing rural road. | HST would pass over Whisler Road, which would remain open and at-grade. |
| 3 | McCombs Avenue | Wasco | Existing rural road. | Proposed to be closed. Alternative local road access available. |
| 4 | Gromer Avenue | Wasco | Existing crossing with SR 43, no RR crossing. Gromer is an east-west road that runs for 1 mile between SR 43 and Root Ave. | Proposed to be closed. Alternative local road access available. |
| 5 | Poso Creek/State Route 46 | Wasco | Existing rural highway. | Proposed overcrossing along the existing SR 46 alignment. |
| 6 | 6th Street | Wasco | Existing rural road. | Proposed to be closed. Alternative local road access available. |
| 7 | Root Avenue | Wasco | No RR crossing. Root Ave runs 6 miles north-south between Whisler and Kimberlina where it changes thereafter to Scaroni Ave. | Proposed to be closed. Alternative local road access available. |
| 8 | Poso Avenue | Wasco | Poso Ave runs east-west for 2 miles between Wasco and Poplar Ave. | Proposed to be closed. Alternative local road access available. |
| 9 | Filburn Avenue | Wasco | No RR crossing. Filburn runs 2 miles east-west between Wasco and Poplar. | Proposed to be closed. Alternative local road access available. |
| 10 | Jackson Avenue | Rural Kern County | No RR crossing. Jackson Ave terminates 0.5 mile to the west at the RR. Jackson Ave extends 1.5 miles to the east connecting to Poplar Ave. | Proposed to be closed. Alternative local road access available. |
| 11 | Poplar Avenue | Rural Kern County | Existing rural road. | Proposed realignment that would run parallel to the HST alignment along the east side. |

Table 2-A-9
Road Crossings for the Wasco-Shafter Bypass Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-----------------|-------------------|---|---|
| 12 | Kimberlina Road | Rural Kern County | Existing rural road. | Proposed overcrossing along the existing alignment. |
| 13 | Dresser Avenue | Rural Kern County | No RR crossing. Dresser runs east-west for 2.5 miles between the BNSF RR and Poplar Ave. It is mainly a farm access road along this section. | Proposed to be closed. Alternative local road access available. |
| 14 | Shafter Avenue | Rural Kern County | Existing rural road. | Proposed overcrossing along existing alignment. |
| 15 | Jack Avenue | Rural Kern County | Jack Ave is county-maintained for 0.5 mile, from where it intersects Shafter to where it intersects Mannel Ave. | Proposed to be closed. Alternative local road access available. |
| 16 | Mannel Avenue | Rural Kern County | No at-grade RR, or highway crossings. Mannel Ave runs north-south from Jack Ave to Lerdo Hwy spanning 2.5 miles. | Proposed to be closed. Alternative local road access available. |
| 17 | Merced Avenue | Rural Kern County | Existing at-grade RR crossing 2 miles to the west of the HST. Merced Ave continues 0.5 mile to the east where it ends, and intersects with Beech Ave. | Proposed to be closed as it is within close vicinity to both the proposed Shafter and Beech overcrossings. Merced does not cross the canal, and it access a limited amount of properties which can obtain access from neighboring routes. |
| 18 | Madera Avenue | Shafter | No at-grade RR, or highway crossings. Madera Ave runs east-west from Beech Ave to Poplar Ave spanning 2 miles. | Proposed to be closed. Alternative local road access available. |
| 19 | Beech Ave | Shafter | Existing rural road. | Proposed overcrossing along existing alignment. |
| 20 | Fresno Avenue | Shafter | Existing at-grade RR crossing. To the west, Fresno Ave extends 5.5 miles to Leonard, thereafter becoming an unpaved, local access road. To the east, Fresno Ave extends 2.5 miles to Cherry, thereafter becoming an unpaved, local access road. | Proposed to be closed. Alternative local road access available. |

Table 2-A-9
Road Crossings for the Wasco-Shafter Bypass Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------------------|-------------------|--|---|
| 21 | East Tulare Avenue | Shafter | E Tulare Rd is an east-west road within the city of Shafter. | Proposed to be closed. Alternative local road access available. |
| 22 | East Lerdo Highway | Shafter | Existing rural road. | Proposed overcrossing along existing alignment. |
| 23 | Cherry Avenue | Shafter | Existing rural road. | Proposed overcrossing along existing alignment. |
| 24 | East Los Angeles Street | Shafter | Shares an intersection with S. Beech, SR 43, and the Santa Fe Way. E Los Angeles terminates 2.6 miles east of SR 43 at the canal. | Proposed to be closed. Alternative local road access available. |
| 25 | Riverside Street | Shafter | Existing at-grade RR crossing. Riverside St extends west 2.5 miles to Driver Rd, and to the east Riverside St extends 6.5 miles to Magnolia Ave thereafter becoming an unpaved, local access road. | Proposed realignment would parallel the HST alignment along the east side and tie into Cherry Ave north of its existing intersection. |
| 26 | Orange Street | Rural Kern County | Orange runs east-west for 2 miles between Driver and Cherry. | Proposed to be closed. Alternative local road access available. |
| 27 | Burbank Street | Rural Kern County | Burbank runs east-west for 3.5 miles from Santa Fe Way to where it terminates in the east. | Proposed to be closed. Alternative local road access available. |
| 28 | Mendota Street | Rural Kern County | Mendota runs north-south for 2.5 miles between Lerdo and Santa Fe Way. No intersection with Santa Fe. | Proposed to be closed. Alternative local road access available. |
| 29 | 7th Standard Road | Rural Kern County | Existing arterial pass over Santa Fe Way and BNSF RR in a grade-separation structure. | HST would pass over 7th Standard overcrossing. Existing overcrossing would require reconstruction. |
| 30 | Kratzmeyer Road | Bakersfield | Existing east-west street with at-grade RR crossing and intersection with SR 43. | Kratzmeyer Rd would pass over HST, BNSF, and Santa Fe Way. A new connector would connect Kratzmeyer Rd and Santa Fe Way west of HST. |
| 31 | Reina Road | Bakersfield | Existing east-west street with at-grade RR crossing and intersection with SR 43. | Proposed to be closed. |

Table 2-A-9
Road Crossings for the Wasco-Shafter Bypass Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|-------------|----------------|--|--|
| 32 | Renfro Road | Bakersfield | Existing east-west street with at-grade RR crossing and intersection with SR 43. | Renfro Rd would pass over HST, BNSF, and Santa Fe Way. |

Table 2-A-10
Road Crossings for the Bakersfield South Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------|----------------|--|--|
| 1 | Hageman Road | Bakersfield | Proposed BNSF underpass. | HST would be elevated on an aerial structure. |
| 2 | Allen Road | Bakersfield | Proposed BNSF underpass. | HST would be elevated on an aerial structure. |
| 3 | State Route 58 | Bakersfield | Existing overcrossing of RR. | Overcrossing would be raised to provide the required HST vertical clearance. New overcrossing would allow for future expansion (by others) to 6 lanes. |
| 4 | Verdugo Lane | Bakersfield | Existing local road. | Extend Verdugo from Palm Ave to Shellabarger Rd to replace connectivity to Palm Ave. |
| 5 | Enger Street | Bakersfield | Existing local road. | Enger St would be realigned. |
| 6 | Glenn Street | Bakersfield | Existing local road. | Glenn St proposed to be closed. Alternative local access available. |
| 7 | Palm Avenue | Bakersfield | Existing local road. | Palm Ave proposed to be closed. Alternative local access available. |
| 8 | Country Breeze Place | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 9 | Calloway Drive | Bakersfield | Existing arterial. | HST would be elevated on an aerial structure. |
| 10 | Thistlewood Court | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 11 | Windsong Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 12 | Coffee Road | Bakersfield | Existing local collector. | HST would be elevated on an aerial structure. |
| 13 | Truxtun Avenue | Bakersfield | Existing local collector. | HST would be elevated on an aerial structure. |
| 14 | Empire Drive | Bakersfield | Existing local street ends at BNSF right-of-way. | HST would be elevated on an aerial structure. |
| 15 | State Route 99 | Bakersfield | SR 99 passes over BNSF tracks on elevated structure. | HST would pass over the SR 99 structure. |

Table 2-A-10
Road Crossings for the Bakersfield South Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------|----------------|--|--|
| 16 | Oak Street | Bakersfield | Oak Street passes over BNSF tracks on elevated structure. | HST would pass over the existing structure. |
| 17 | D Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 18 | F Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 19 | G Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 20 | H Street | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 21 | Eye Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 22 | Chester Avenue | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 23 | L Street | Bakersfield | Existing at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 24 | N Street | Bakersfield | Existing at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 25 | Q Street | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 26 | S Street | Bakersfield | Existing local street. | S St is proposed to be closed at HST right-of-way. |
| 27 | Hayden Court | Bakersfield | Existing cul-de-sac. | Proposed to be closed. |
| 28 | Union Avenue | Bakersfield | Existing arterial with BNSF underpass. | HST would be elevated on an aerial structure. |
| 29 | Tulare Street | Bakersfield | Existing local street with at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 30 | Kern Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 31 | Baker Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |

Table 2-A-10
Road Crossings for the Bakersfield South Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------|----------------|---------------------------------|---|
| 32 | Butte Street | Bakersfield | Existing local street. | Butte St is proposed to be closed at HST right-of-way. |
| 33 | King Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 34 | Beale Avenue | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 35 | Owens Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 36 | Gage Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 37 | Chico Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 38 | Robinson Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 39 | Miller Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 40 | Haley Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 41 | Brown Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 42 | East California Avenue | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure over E California Ave. |
| 43 | Washington Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 44 | Mount Vernon Avenue | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 45 | Exchange Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 46 | Vansite Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 47 | Quantico Avenue | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 48 | Oswell Front Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 49 | Oswell Street | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure. |

Table 2-A-11
Road Crossings for the Bakersfield Hybrid Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------------|----------------|--|--|
| 1 | Hageman Road | Bakersfield | Proposed BNSF underpass. | HST would be elevated on an aerial structure. |
| 2 | Allen Road | Bakersfield | Proposed BNSF underpass. | HST would be elevated on an aerial structure. |
| 3 | State Route 58 | Bakersfield | Existing overcrossing of RR. | Overcrossing would be raised to provide the required HST vertical clearance. New overcrossing would allow for future expansion (by others) to 6 lanes. |
| 4 | Verdugo Lane | Bakersfield | Existing local road. | Extend Verdugo from Palm Ave to Shellabarger Rd to replace connectivity to Palm Ave. |
| 5 | Enger Street | Bakersfield | Existing local road. | Enger St would be realigned. |
| 6 | Glenn Street | Bakersfield | Existing local road. | Glenn St proposed to be closed. Alternative local access available including Verdugo Ln extension. |
| 7 | Palm Avenue | Bakersfield | Existing local road. | Palm Ave proposed to be closed. Alternative local access available. |
| 8 | Country Breeze Place | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 9 | Calloway Drive | Bakersfield | Existing arterial. | HST would be elevated on an aerial structure. |
| 10 | Thistlewood Court | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 11 | Windsong Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 12 | Coffee Road | Bakersfield | Existing local collector. | HST would be elevated on an aerial structure. |
| 13 | Truxtun Avenue | Bakersfield | Existing local collector. | HST would be elevated on an aerial structure. |
| 14 | Empire Drive | Bakersfield | Existing local street ends at BNSF right-of-way. | HST would be elevated on an aerial structure. |
| 15 | State Route 99 | Bakersfield | SR 99 passes over BNSF tracks on elevated structure. | HST would pass over the SR 99 structure. |

Table 2-A-11
Road Crossings for the Bakersfield Hybrid Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|----------------|----------------|--|--|
| 16 | Oak Street | Bakersfield | Oak Street passes over BNSF tracks on elevated structure. | HST would pass over the existing structure. |
| 17 | D Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 18 | F Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 19 | G Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. |
| 20 | H Street | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 21 | Eye Street | Bakersfield | Existing local street (ends at both sides of BNSF tracks). | HST would be elevated on an aerial structure. One block of Eye St would be closed under the structure. |
| 22 | Chester Avenue | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 23 | K Street | Bakersfield | Existing local street (ends at BNSF tracks). | HST would be elevated on an aerial structure. |
| 24 | L Street | Bakersfield | Existing at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 25 | N Street | Bakersfield | Existing at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 26 | Q Street | Bakersfield | Existing BNSF underpass. | HST would be elevated on an aerial structure. |
| 27 | S Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 28 | Union Avenue | Bakersfield | Existing arterial with BNSF underpass. | HST would be elevated on an aerial structure. |
| 29 | Sonora Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 30 | Chico Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. Chico St proposed to be closed at HST right-of-way. |
| 31 | Inyo Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. Inyo St would be closed between the HST and BNSF RR. |

Table 2-A-11
Road Crossings for the Bakersfield Hybrid Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|---------------------|----------------|--|--|
| 32 | Dolores Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. Dolores St would be closed between the HST and BNSF RR. |
| 33 | Tulare Street | Bakersfield | Existing local street with at-grade RR crossing. | HST would be elevated on an aerial structure. |
| 34 | Kern Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. Kern St proposed to be closed between the HST and the BNSF RR. |
| 35 | Eureka Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. Eureka St proposed to be closed between HST and the BNSF RR. |
| 36 | Baker Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 37 | King Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. King St proposed to be closed at HST right-of-way. |
| 38 | East 18th Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. E 18th St proposed to be closed at HST right-of-way. |
| 39 | East Truxtun Avenue | Bakersfield | Existing arterial with at-grade BNSF crossing. | HST would be elevated on an aerial structure. |
| 40 | Gage Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 41 | East 21st Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. E 21st proposed to be closed between HST and the BNSF RR. |
| 42 | Miller Street | Bakersfield | Existing local street. | HST would be elevated on an aerial structure. |
| 43 | Haley Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 44 | Summer Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 45 | East Truxtun Avenue | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure. |
| 46 | Washington Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 47 | Ogden Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |

Table 2-A-11
Road Crossings for the Bakersfield Hybrid Alternative

| No. | Road | City/Community | Existing Conditions Description | Proposed Modification |
|-----|------------------------|----------------|---------------------------------|---|
| 48 | Chamberlain Avenue | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 49 | Mount Vernon Avenue | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure. |
| 50 | Exchange Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 51 | Steele Avenue | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 52 | Quantico Ave | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 53 | East California Avenue | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure. |
| 54 | Oswell Front Street | Bakersfield | Existing local road. | HST would be elevated on an aerial structure. |
| 55 | Oswell Street | Bakersfield | Existing arterial street. | HST would be elevated on an aerial structure. |